



FOR IMMEDIATE RELEASE

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METRO COMMITTEE TO EXPLORE FEASIBILITY OF HIGH OCCUPANCY TOLL LANES ON LA COUNTY FREEWAYS

Five Freeway Corridors Selected for Study

Los Angeles—Supervisor Mark Ridley-Thomas today announced that Metro's Congestion Pricing Committee will explore the feasibility of converting current High-Occupancy Vehicle (HOV) lanes to High-Occupancy Toll (HOT) lanes in five Los Angeles County freeway corridors by 2015. The committee will meet today at 3:30pm at Metro's offices to review the study's findings.

"Los Angeles County is facing a traffic congestion crisis. As policy makers, we must explore every possible option for implementing smarter transit strategies on our streets and highways," said Supervisor Ridley-Thomas. "As Chair of Metro's Ad Hoc Congestion Pricing Committee, I look forward to reviewing the findings of the feasibility study and to exploring possible implementation on appropriate freeway corridors."

Conversion to HOT lanes would give solo drivers the option of paying a fee to drive in lanes currently designated for cars with multiple occupants; multiple-occupant vehicles would still be allowed to use the lanes. Revenue generated by the program would be invested in transit improvements, such as road repairs and

increased mass transit service. Several cities, including Seattle and Miami, have converted HOV lanes to HOT lanes in recent years, but the Committee is studying the unique challenges and opportunities of implementing the plan in Los Angeles County.

The feasibility study will assess the feasibility of potential conversion from HOV to HOT lanes in the following five Los Angeles County freeway corridors:

- I-105, from I-405 to I-605
- I-405, from I-105 to I-5
- SR91, from I-110 to the Orange County Line
- SR57, from SR60 to the Orange County Line
- I-10, from I-605 to the San Bernardino County Line

The specific corridors were selected for study based on several factors, including their current HOV capacity, the logistics of possible conversion to HOT lanes, the potential for significant revenue generation, and potential transit benefits to commuters. This is a preliminary study; more detailed assessments and formal public outreach would be required should any corridors be officially considered for conversion to HOT lanes.

The Committee is also awaiting the results of a demonstration project that will be implemented in late summer 2011: conversion to HOT lanes on the I-10 and I-110 freeways. The demonstration project was enabled by legislation authored by Supervisor Ridley-Thomas when he served in the California State Senate (SB1422).

The Metro Ad Hoc Congestion Pricing Committee meets today at 3:30pm at Metro's offices, located at One Gateway Plaza in Los Angeles.

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